

Highway Development Control Consultation Response

Planning Application Ref: PL/2023/10331

Site Address: Land south of The Forty and North of Chelworth Road, Cricklade, Wiltshire

Proposal: Outline planning application (with all matters except access reserved) for up to 49 dwellings and associated works and provision of a cemetery together with access and associated works.

Date of Consultation Response: 22/01/2024

The proposal requires highway comments on the access arrangements only as all other matters are reserved. This application is for outline permission for 49 dwellings to be served from a new access on The Forty, an unclassified road connecting the B4553 Purton Road with Chelworth Road, and The Fiddle, which are roads of a rural aspect that serve residents on the outskirts of Cricklade.

Although only concerned with the highway access for the proposed development and an access to a new proposed cemetery on Chelworth Road I would note the positive implications of a footway connection to the neighbouring Hare's Chase development where an existing informal footpath connects Hitchings to The Forty. This connection can therefore act as a permanent part of the active travel pedestrian network in Cricklade and be secured in case the private route to The Forty is closed off in the future.

The field access to the rear of the development can be accommodated for continued access to agricultural lands.

The visibility at the proposed access on The Forty is adequate and exceeds the minimum manual for streets residential standard of 2.4 m x 43 m. The visibility splay can be contained wholly within the public highway but may require some hedgerow set back. This visibility can be secured with condition.

The proposed access on to The Forty has been demonstrated within the application with a raft of traffic calming measures than seem at once incongruous and superfluous to the rural nature of The Forty. The introduction of these measures will have no effect on whether the access to a development of 49 dwellings can be delivered and seem unnecessary within this application. The introduction of traffic calming measures such as raised tables or other vertical calming measures is seen as appropriate for internal roads of a large development or to meet traffic calming measures within an urban environment but seem at odds with the rural nature of The Forty and Chelworth Road.

There is a genuine benefit to link pedestrian travel from the proposed development across The Forty to Church Walk, however a raised calming measure would be better replaced with informal crossing with a change in road colour which will act as a visual instruction to drivers that road changes in the form of an access and that pedestrians may be present.

There is a drainage ditch on the south side of The Forty and any proposed footway construction will require the culverting of the ditch to make safe for pedestrians. Land drainage consent will have to be demonstrated in any brought forward scheme.

The Cemetery

Outline permission is also being sought for the construction of an access on Chelworth Road for a future site for a town cemetery.

Again, the access has been proposed with a number of area traffic calming measures that are not required in order to bring forward a satisfactory access off Chelworth Road.

I am unclear about the likely vehicle movements and trip attraction of a cemetery and this information could be supplied in the form of TRICS data within a reserved matters application.

There should be sufficient parking within the cemetery scheme as, if parking is only supplied adjacent to the access there will be delays caused by vehicles within the funeral cortege waiting on the public highway while other cars park within the access, or just inside the site. Careful consideration must therefore be given to all access arrangements and parking within the cemetery proposal to provide for adequate access to all vehicles and plentiful on-site parking to avoid highway safety concerns. A one way internal road would allow for parking on the road if parking spaces are not to be provided.

I can raise no highway objection subject to the following.

No part of the development shall be first brought into use/occupied, until the visibility splays shown on the approved plans have been provided with no obstruction to visibility at or above a height of 600mm above the nearside carriageway level. The visibility splays shall always be maintained free of obstruction thereafter.

Reason: In the interests of highway safety

Notwithstanding the submitted details, the proposed development shall not be occupied until means/works have been implemented to avoid private water from entering the highway.

Reason: To ensure that the highway is not inundated with private water.

No part of the development hereby permitted shall be carried out until a plan at a scale of not less than 1:500 showing the proposed layout of the cemetery site, and sufficient parking for users of the cemetery has been submitted to and approved in writing by the Local Planning Authority.

Reason: To secure the proper development of the site.

No building or use hereby permitted shall be occupied or use commenced until details of the total number of car parking spaces, the number/type/location/means of operation and a programme for the installation and maintenance of Electric Vehicle Charging Points and points of passive provision for the integration of future charging points has been submitted to and approved in writing by the Local Planning Authority prior to construction of the above ground works. The Electric Vehicle Charging Points as approved shall be installed prior to occupation and retained in that form thereafter for the lifetime of the development.

Reason: To promote sustainable travel, aid in the reduction of air pollution levels and help mitigate climate change.

No development shall commence on site (including any works of demolition), until a Construction MANAGEMENT Statement, together with a site plan, which shall include the following:

- the parking of vehicles of site operatives and visitors;
- loading and unloading of plant and materials;
- storage of plant and materials used in constructing the development;
- the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate;
- wheel washing facilities;
- measures to control the emission of dust and dirt during construction;
- a scheme for recycling/disposing of waste resulting from demolition and construction works; and
- measures for the protection of the natural environment.

- hours of construction, including deliveries;
- pre-condition photo survey along The Forty

has been submitted to, and approved in writing by, the Local Planning Authority. The approved Statement shall be adhered to throughout the construction period. The development shall not be carried out otherwise than in accordance with the approved construction method statement without the prior written permission of the Local Planning Authority.

REASON: To minimise detrimental effects to the neighbouring amenities, the amenities of the area in general, detriment to the natural environment through the risks of pollution and dangers to highway safety, during the construction phase.

Informative

The application involves an extension to the existing/creation of a new vehicle access/dropped kerb. The consent hereby granted shall not be construed as authority to carry out works on the highway. The applicant is advised that a licence will be required from Wiltshire's Highway Authority before any works are carried out on any footway, footpath, carriageway, verge or other land forming part of the highway. Please contact our Vehicle Crossing Team on vehicleaccess@wiltshire.gov.uk and/or 01225 713352 or visit their website at <http://wiltshire.gov.uk/highways-streets> to make an application.

The applicant is advised that, if it is proposed to drain this development directly into the river or carry out any work within 8 metres of the watercourse then a Land Drainage Consent is required from the Environment Agency. For further information see www.environment-agency.gov.uk

